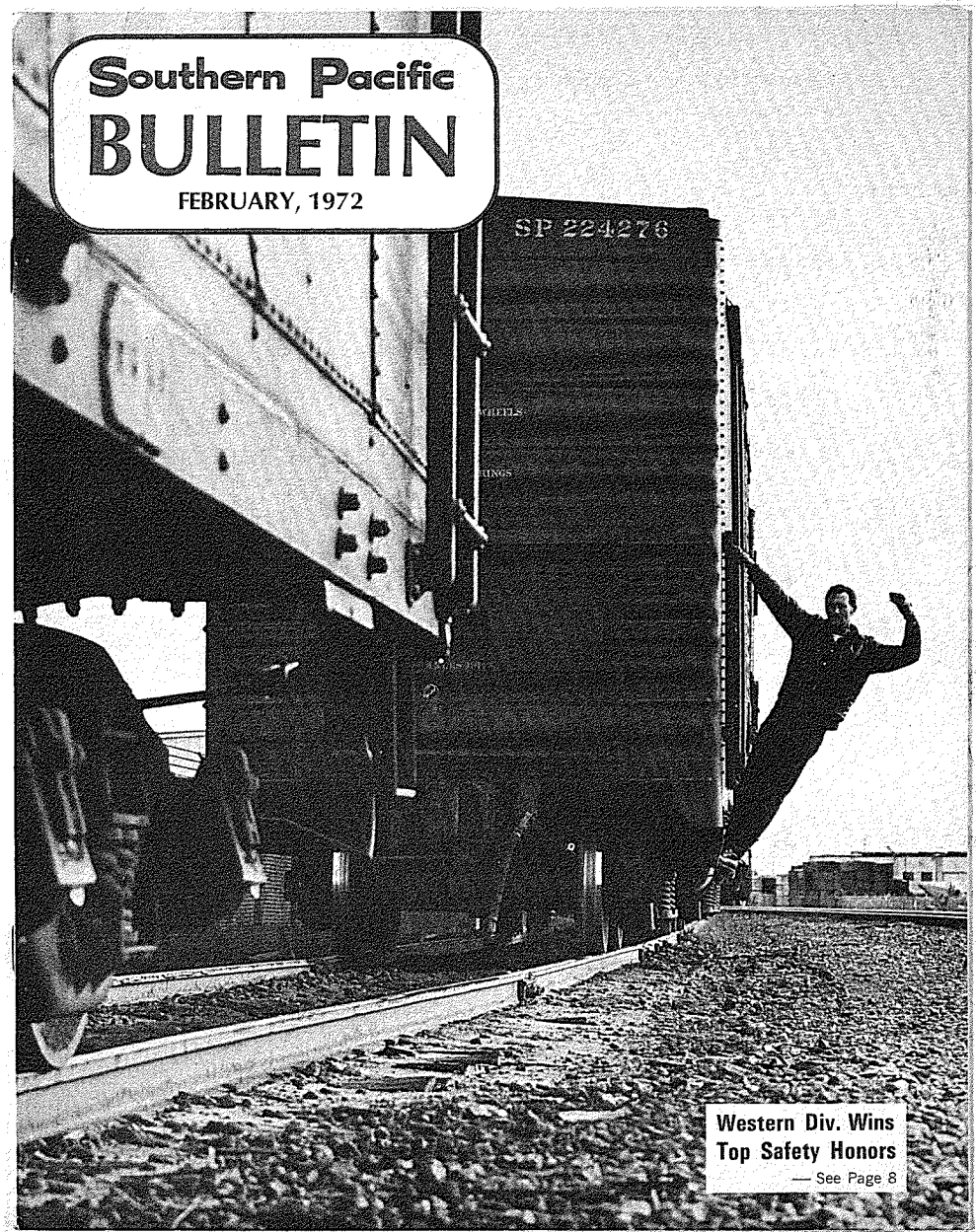
Southern Pacific BULLETIN

FEBRUARY, 1972



Western Div. Wins Top Safety Honors

— See Page 8

An interview with Alan C. Furth,
Vice President and General Counsel

"We're in Almost Every Possible Field of Law"

Southern Pacific's top lawyer and newest director discusses the work of lawyers in a Company continually widening the range of its services.

Q. *Mr. Furth, what is the role of the Law Department in a Company like ours?*

A. The department has several functions. It is responsible for litigation involving the Company and its subsidiaries, both in the courts and before administrative agencies. We also work on problems relating to the legal framework in which we conduct our business. This means we're extremely concerned with what develops in the way of legislation at both the state and federal levels. The Law Department also serves as an advisor to management in all the various departments of the Company.

Q. *What changes in present laws and regulations would do most, in your opinion, to strengthen our Company and our industry?*

A. Well, we certainly place major importance on those bills, now pending, which would liberalize and modernize the regulation of railroads by the Interstate Commerce Commission, primarily in the area of rate-making, but also with respect to line abandonment and the ability of a railroad to adjust its plant to the market which it serves. We are also very much interested in the creation of machinery at the federal level for loan guarantees to facilitate the purchase of newer and larger fleets of equipment by the railroads. We're vitally concerned with highway grade crossing safety and think this should also be a matter of great concern to all levels of government. We continue to oppose discriminatory taxation. We've worked on that project for years, and I think we're now within reasonable reach of federal legislation to end discriminatory taxation of railroad property. We'd also like to see some changes in our labor laws enacted at the federal level, so that we don't continue to have the public, carrier and employe losses that come from periodic strikes in the basic and essential transportation industry.

Q. *Which is the most promising of the bills now before Congress dealing with these problems?*



"Restrictions that stand in the way of our diversifying further are based on nothing more than folklore dignified by statutory expression and regulatory agency rulings."

A. The Surface Transportation Act is particularly important to us. This has a bill number on the Senate side of S.2362 and on the House side of H.R. 11207. Many of the provisions of this Act had their origin in studies made by the ASTRO team in Washington. This team, as you probably know, made a critical analysis of railroad industry problems and came up with some very constructive recommendations for legislative remedies.

Q. *What are some of the cases pending before regulatory commissions that could shape the future of the Company?*

A. The outcome of the Rock Island merger case, which has been pending before the I.C.C. since 1966, will undoubtedly have an influence. I'd say, too, that our efforts to acquire a half ownership in the Alton & Southern Railway — basically a gateway railway through the terminal of St. Louis — will also have a lasting impact on our Company and the nature of the services which it can provide. We have another very important case pending before the I.C.C. in which PMT, our trucking subsidiary, is seeking relief from the special restrictions imposed on it solely by nature of its being a subsidiary of a railroad. If we are successful in that case, as I hope we will be, it will have a lasting and constructive influence on the entire Southern Pacific family of companies.

Q. *Can you spell out some of the legal obstacles that stand in the way of our diversifying further into other forms of transportation?*

A. The Interstate Commerce Act and the Civil Aeronautics Act virtually prevent railroads and their affiliates from offering transportation by water or by air. There are also severe restrictions on our ability to conduct a motor carrier operation in the same way that any other management would. As I said, we're hoping for some relief from this restriction in the PMT case now pending before the I.C.C. The restrictions are based on conditions that existed in an earlier era when railroads had some dominance in the transportation field. But now we have an entirely new ball game. We operate in a highly competitive atmosphere where there is very little traffic which is not susceptible to service by one or more modes of transportation and one or more carriers within any mode of transportation. The restrictions today are based on nothing more than folklore dignified by statutory expression and regulatory agency rulings.

Q. *How does the railroad industry go about achieving legislative changes?*

A. In what I think is really a very scholarly and professional style. At the federal level, legislative proposals are reviewed critically by lawyers from the major railroads and by railroad officials who are on the scene in Washington a great deal of the time and who are scholars of the legislative process. These people analyze what is needed, what can be accomplished and what will have the support of the American business and transportation community. Economic aspects are considered, too. The resulting program is then presented and sponsored by industry representatives, who work with members of the Senate and the House as these matters are progressed toward enactment. The same sort of thing on a somewhat less formal level goes on in each of the states where we and other railroads operate.

Q. *How effective are letters to Congressmen & pressing support for specific pieces of legislation? Are there other things the individual employe can do to help?*

A. I'd say the effectiveness of letters depends on two elements— the Congressman and the letter. Most Congressmen are very much interested in what is said by thoughtful people, who know what they are writing about, and who communicate in a very personal way. I think those letters are carefully considered, but form letters or stereotyped letters sent to legislators in large bundles have very little impact. People who are not professional speakers, but who are sincere students of railroading and whose careers depend on it, can also help by talking to service clubs in their own communities on such subjects as the ASTRO program, or the need to recognize the reasonable mixing of environmental considerations and local economic considerations in the development of sound community programs.

Q. *With all the changes going on in our Company and in the society in which it operates, are we beginning to get into new areas of the law?*

A. Yes, we certainly are, and this is the sort of thing that makes the practice of law in a Company like ours so challenging. Some of the areas aren't entirely new. For example, the Southern Pacific Law Department has been working on environmental problems for many years. I include in that category our work on fire protection, water pollution and weed suppression. These are all environmental matters, but today we're working in much broader areas of concern for the environment— both on the legal side and in planning our operations.

Southern Pacific is continually moving into new fields where it has an opportunity to render valuable public service. As a consequence, our lawyers are now practicing before the Civil Aeronautics Board on air freight matters, before the Federal Communications Commission on the problems of Southern Pacific Communications Company, and before various state and local regulatory agencies on matters involving land development. I might also add that our people have done substantial work in the equal employment field. Historically, railroads have long been major employers of minority groups. But the government's entrance into this field is relatively new, and it has presented lawyers with an interesting challenge.

Q. *Has the volume of work handled by the Law Dept. increased substantially over the past decade?*

Our Newest Director

Alan C. Furth, vice president and general counsel, was elected a director of both Southern Pacific Company and its subsidary, Southern Pacific Transportation Company, on February 15.

He joined Southern Pacific's Law Department in 1950, after being admitted to the California Bar, and served as assistant general counsel and general counsel before being appointed to his present position in 1966.

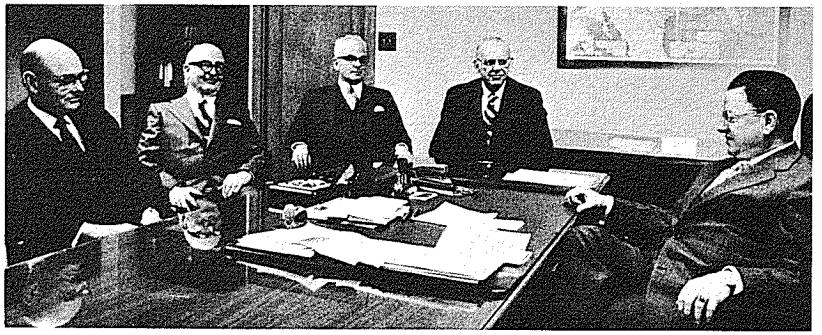
He is also a director of the Cotton Belt, Southern Pacific Land Company and the Human Resources Research Organization, a non-profit organization headquartered in Alexandria, Va.

A native of Oakland, Calif., Furth received his bachelor's degree from the University of California at Berkeley and his law degree from UC's Boalt Hall. He has also completed Harvard's Advanced Management Program.

During World War II, he commanded a tank platoon in the Second Marine Division in the Pacific, and he did a second tour of active duty with the Marines in Korea.

He is a member of the San Francisco Bar Assn. and the California State Bar, and is a council member of the Public Utilities Section of the American Bar Assn. He is a trustee of Pomona College and the Head-Royce Schools in Oakland.

Under his supervision are 32 attorneys on the staff of our Law Department. Many other outside attorneys and law firms also work closely with the department, representing Southern Pacific on a wide variety of matters. As head of the Law Department, his responsibility includes the work of the Tax and General Claims Departments.



Mr. Furth, right, confers with four members of his staff. From the left they are: General Tax Commissioner O. A. Thomas, General Solicitors R. L. Pierce and C. W. Burkett, and General Claims Manager-System B. R. Howard.

A. Yes, it certainly has—much of it in the newer fields I have just mentioned. I am heartened to think we are possibly more efficient than we used to be, because we are handling the additional work with about the same size of Law Department we had when I first joined the Company over 20 years ago.

Q. *Can you give some examples of cases we've had up before the Supreme Court in recent years?*

A. The majority of these cases have been in the field of commerce law, as you might expect. For example, we've gone to the Supreme Court in litigation involving the relationship between railroads and motor carriers, and the opening of gateways between railroads. Charles Burkett, one of our general solicitors and a nationally recognized commerce lawyer, was involved in that latter case. But we've been to the top, as the lawyers say, in other fields, too. Bob Pierce, our other general solicitor, has handled litigation dealing with tax and traffic solicitation matters, for example, and we've also been to the Supreme Court over employment rights and personal injury matters. Other very important Supreme Court cases have dealt with the relationship between federal law, which regulates interstate commerce, and a state's jurisdiction in regulating our activities where there is a significant impact on interstate commerce.

Q. *How much progress are we making in getting our railroad taxes assessed at the same rate as other property owners?*

A. Over the past decade, we've made substantial progress in reducing the degree of discrimination in railroad property taxation. Much of this has been accomplished by our Tax Department and Law Department people working at the administrative level with state tax and assessment officials. We have also been in the courts in both California and Arizona. Discrimination is being gradually eliminated in California, but some vestiges of that problem persist in Louisiana, Texas and Utah. The problem still exists in Arizona in an aggravated form. In 1967, Arizona enacted an assessment classification law which gave statutory substance to a pre-existing practice of discrimination against railroads. Our suit attacking the constitutionality of this statute, which we carried to the U.S. Supreme Court, proved unsuccessful, and we are now seeking federal legislation to override such discrimination as exists in Arizona.

Q. *Do you see any way out of the continuing upward spiral of personal injury costs?*

A. This is an extremely difficult field, but I do think there is some hope. Mr. R. D. Spence and I are both working on the problem. The best remedy, of course, is to do our work in an ever-more accident-free style. Once an accident has occurred, we work hard to see that the individual gets the best of care, so that he can come back to work with a minimum of lost time and discomfort and a maximum amount of physical recovery. When there is a good recovery, there is generally less of an economic drain incident to the accident. The work of our claims men and lawyers is also important. They try to close out accident cases as fairly and promptly as possible, giving the employe a reasonable settlement, but not becoming the victims of those individuals who want to exploit accidents for personal gain. In the long run, it may be necessary to move from a framework of litigation under the Federal Employer's Liability Act to some sort of enlightened compensation statute, where there would be a reasonable level of payments for on-duty injuries, but not the emotion-distorted courtroom verdicts with accompanying delay and expense for both the employe and the Company. We have been making substantial progress in reducing grade crossing accidents—another area where there are personal injuries. Southern Pacific is the industry leader in the installation of grade crossing protection facilities throughout the system. The costs are very substantial, however, and significant government participation in these costs is very much in order.

Q. *What differences are there between the practice of law in a corporation and outside?*

A. One difference is that in a corporation you represent only a limited group of clients—in our case, Southern Pacific and its subsidiaries. Another difference is that the young corporate lawyer finds himself in a position of responsibility as an advocate very early in his career. Everyone is so busy that as soon as the man is ready for the job it's there waiting for him. So, I think there is faster advancement and responsibility in the corporate law department. As far as the work you do, there is remarkably little difference. We find ourselves engaged in almost every possible field of law, including relatively minor criminal proceedings and even domestic relations cases where there are differences as to how an award should be made or just what the nature of pension rights might be.

Q. *Do our attorneys specialize in particular areas of the law?*

A. Yes, although the specialization is really not preplanned. It results from the development by attorneys of particular expertise and knowledge in certain fields of law. Major categories would be commerce, tax, real estate, contract, labor and freight claim law. We also have some experts in the personal injury field, although Southern Pacific—like other railroads—makes extensive use of outside attorneys for this work. Sometimes our younger lawyers move from field to field in the development of their careers, but at any given time, most of our people work on cases falling more or less into a specialty.

Q. *How much interest is there among recent law school graduates in joining a company like Southern Pacific?*

A. Many are interested in careers with our Company. We keep in touch with good law schools, particularly here in the West, but we'll also talk to graduates of law schools in other areas. Interestingly enough, some of the youngest members of our department—those who have only recently joined Southern Pacific—conduct the best interviews with young law graduates and students in their last year of law school.

Q. *How does the caliber of our Law Department compare with other corporate law departments?*

A. This will be a somewhat biased answer, of course. I'd say it compares favorably for three reasons. One is that we have a definite program of seeking out good young law graduates and then offering them career opportunities, not just temporary careers, but a sufficiently high horizon, so that they can be successes as members of the bar right here in this department. Secondly, the relationship our Law Department has with the Company makes it possible to offer these young lawyers a chance to do more than just solve problems after they occur. We have the opportunity to counsel with the management and with department heads in the working out of solutions which have the best chance of being problem-free for reaching the Company's objectives. This is a very challenging undertaking—particularly for young lawyers. Thirdly, the concept of the corporate law department virtually had its origin in the railroad industry. The idea of corporate officers who are lawyers has been in existence so long in this industry, that the railroad law department has developed stature which makes it a very attractive opportunity as compared with law departments in newer industries where there is not quite that heritage of important corporate service.

Purchasing Dept. Men Move Up

Several key appointments have been announced in the Purchases & Materials Department at San Francisco.

George C. Freeborn has been named assistant vice president-purchasing, and Howard H. Hamilton has been appointed assistant to vice president-purchasing.

G. C. FREEBORN



H. H. HAMILTON



Moving up to become purchasing agents are J. F. Griffin, special assistant, and W. T. Money, head buyer. The department's other purchasing agents are D. K. Rose and T. F. Heywood.

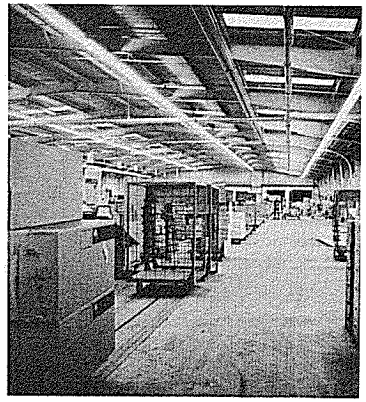
Head Buyer C. C. Evatt has been appointed assistant purchasing agent.

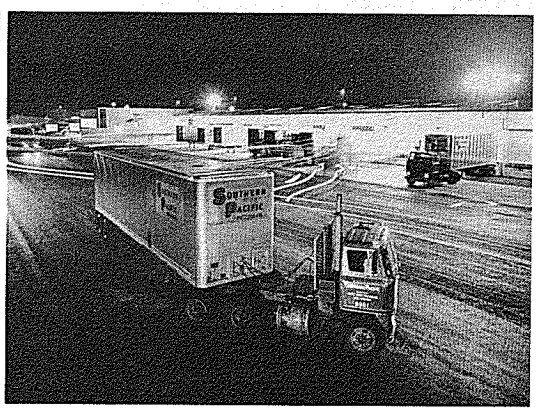
Freeborn, who attended Pasadena Junior College, worked for Pacific Fruit Express Co. at Los Angeles and San Francisco before joining Southern Pacific at San Francisco in 1951. He served as purchasing agent and assistant general purchasing agent before being named to his present position. He has completed the Executive Training Program at Carnegie-Mellon Institute of Technology.

Hamilton was a bomber pilot during World War II and was shot down over Germany. He joined the P&M Dept. at Oakland, Calif., in 1937, moving up through various positions to become material manager at Los Angeles in 1965 and purchasing agent-services at San Francisco in 1970. He has completed executive development programs at Stanford and the University of Pittsburgh.

Crossing Gates

During 1971, 592 crossing gate installations were made in the U.S. and Canada. We installed 204 of them on our lines — more than twice as many as any other railroad.





LEFT: Towveyor system serves 47,500-square-foot trucking dock at PMT's new $1.4 million Sacramento terminal. RIGHT: Operations go on around-the-clock at the busy facility, now giving shippers a faster link between California and the Northwest and speeding service to other points as well.

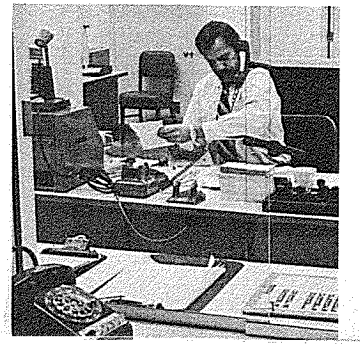
New Sacramento PMT Terminal in Full Swing

Now in full operation is Pacific Motor Trucking Company's new $1.4 million terminal at Sacramento, California.

This facility, which is PMT's third largest, gives shippers a faster, more efficient link between California and the Northwest and speeds freight to Southern California and the East as well.

Located on 13.5 acres of land, it includes a landscaped two-story office building, a connecting truck terminal, a complete truck maintenance shop, a separate building for steam-cleaning and dynamometer-testing highway equipment, a fueling station, a truck scale and a railroad team track to handle cars for industries not directly served by our railroad. It replaces an older terminal which PMT had occupied for many years along the Sacramento river front.

Dispatcher Lorney Sigl helps keep things rolling at the new Sacramento PMT terminal.



The truck terminal—which can dock 110 highway units at a time—is served by a towveyor system for speedy movement of freight. Complete communications include teletype, an intercom system, direct telephone lines to all of PMT's other terminals between Portland and El Paso, and two-way radio dispatching.

The scarlet and beige terminal complex, which presently handles an average of 153 schedules daily, serves the greater Sacramento metropolitan area north to, but not including Marysville; south to Rio Vista but not including Stockton; east to Auburn and Grass Valley and west to Davis. It also performs loading and unloading operations at the Roseville piggyback ramps and consolidates less than truckload shipments for Southern Pacific Air Freight and Southern Pacific Marine Transport, Inc.

According to PMT terminal Manager C. B. (Slim) Hinesley, the new facility is designed so that it can be expanded as necessary to meet future traffic needs.

C. M. Bill Promoted

C. M. Bill has been appointed to the newly-created position of senior assistant general auditor at San Francisco.



C. M. BILL

A native of Edmonton, Canada, Bill joined the Southern Pacific Accounting Department at San Francisco in 1924. After moving up through various positions, he was named income tax auditor in 1962 and assistant general auditor in 1968.

A licensed public accountant in California, Bill is well known in tax accounting circles not only for his expert knowledge of corporate income tax matters, but also for his work nationally on tax issues.

Record Capital Investment Program for 1972:

A Whopping $267 Million for Improvements!

Southern Pacific recently announced plans to invest a record $267 million for capital improvements in 1972, and it also reported record net earnings for 1971.

Net income for 1971 before extraordinary items was $101,698,155 or $3.81 per share, as compared with $76,865,616 or $2.86 per share in 1970.

President B. F. Biaggini said these earnings set a new record even after taking into account the extraordinary charges which included a net cost of $11,126,000 as a result of Southern Pacific joining Amtrak and discontinuing its intercity passenger service last May. Covered under this item were payments to Amtrak, losses on the sale and retirement of passenger equipment and facilities, and provision for severance and other protective provisions for affected employes.

Railway freight revenues also set a record for the year, Mr. Biaggini reported, at $1.16 billion, up $129 million from 1970, because of increases in both traffic volume and freight rates. Traffic revenue gains were largest from motor vehicles and parts, lumber and plywood, chemicals, and food products.

Railway operating expenses also increased, because of higher wages and health and welfare benefits, plus larger road maintenance and equipment repair programs, but this was partly offset by reductions in expenses due to Amtrak operation of intercity passenger trains.

Capital improvements for Southern Pacific and its subsidiaries totaled about $164 million in 1971, the president said. Added to the rail fleet last year were 4,011 freight cars and 57 diesel locomotives.

"The growing need for transportation in the 12-state territory served by Southern Pacific," Mr. Biaggini said, "has prompted our increasing the capital investment budget for 1972 to a record $267 million. New railroad equipment—including 4,492 freight cars and 224 diesel locomotives—will account for about $154 million of this.

About $91 million in improvements are planned for rail facilities this year, including roadbed and track and a major part of the construction of our $39 million fully-computerized freight car classification yard at Colton, Calif., about 50 miles east of Los Angeles. About $22 million is budgeted for 1972 work on the yard, which is due for completion in mid-1973.

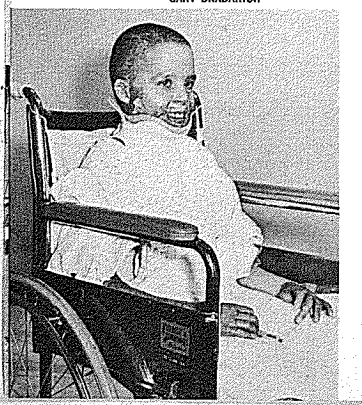
Mr. Biaggini noted that Southern Pacific also plans to purchase 5,520 more new freight cars, costing over $100 million, in the early 1973.

Employes Rally to Help Brave Boy

Gary Bradarich, 9 is now home after having been in a San Francisco hospital since early October with second and third degree burns over 70% of his body.

Gary, the son of Sacramento Car Foreman and Mrs. Pete Bradarich, received the burns when he knocked a cup of burning gasoline from the hands of his brother Jeff, 12, in an effort to protect the older boy. Instead, the flames splashed onto Gary.

GARY BRADARICH



Since the near-fatal accident, he has been undergoing extremely painful treatments and skin grafting. Now that he is finally home with his family, more therapy, skin grafts and other care will be necessary for the next five years. He will have to learn to use his left hand, as the burns badly crippled his right hand.

His third-grader friends sent him a football recently. When asked if he wanted to be a football player when he grew up, Gary replied: "I like football, but I'd rather be like my dad. He's a real hard worker for the Southern Pacific railroad. If they won't give me a job, then I'll probably play football."

The Railway Business Women's Association of Sacramento, assisted by the shop foremen, are sponsoring a benefit brunch for Gary on Sunday, March 12, at Portuguese Hall in Sacramento, with all proceeds going toward a fund to help pay his soaring medical costs.

"He's such a brave little guy," says Virginia Jordan, secretary to the assistant terminal superintendent. "We want to help him as much as we can."

Anyone who would like to contribute to the Gary Bradarich Benefit Fund may call Virginia on extension 464 in Sacramento, or send a check to Ann Maxfield, president of the Sacramento RBWA, at 2600 Heidelberg Court, Sacramento, California 95826.

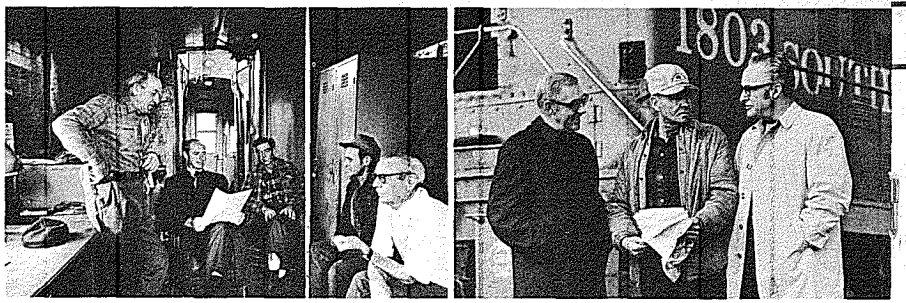
New SPPL Controller

M. J. Musey, Jr. has been appointed controller of Southern Pacific Pipe Lines, Inc. at Los Angeles.



M. J. MUSEY

A native of Houston, Musey joined SPPL at Los Angeles in 1955 and moved up through several accounting positions prior to his present appointment. He holds a B.S. degree in accounting from Texas A&M University.



LEFT: Attending a "caboose meeting" in Redwood City, one of many on-the-job meetings held on the division, are, l-r, Brakeman Frank Steach, Trainmaster K. A. Moore, Brakeman Robert Reeves, Conductor Ronald Newell, and Brakeman John Keogh. RIGHT: Conversing at Oakland Yard are, l-r, Terminal Supt. J. W. Holloway, Engine Foreman Billy Castleman and Ray Crane, local chairman, UTU Local 1469 (switchmen). The division receives excellent *cooperation on safety matters from the labor organizations.*

First Division Title in History:

Western Wins Top Safety Honors

THE SAFEST division on the Southern Pacific System and one of the safest in the nation during 1971 was the big, busy Western Division.

So far as can be determined from the Safety Department's records, which go back to the 1930's, this is the first time the Western Division has ever won top safety honors.

The division's 5,000 employes established a casualty ratio of only 2.56 per million man-hours last year—77 per cent lower than the national average and well under our railroad's 1971 goal of "No More Than 4."

The division also set several other outstanding safety records:

- It won President's Awards for having the best Southern Pacific safety records in two major categories: all employes; and train, engine and yard employes.

COVER

Brakeman Durwood Hartley signals for careful coupling of cars at Mulford, near Oakland on the Western Division. Cover and photos on pages 8-10 are by Chuck Fox.

- It reduced the number of reportable injuries on the division by 35 per cent.
- In the competition among Group I yards, the Oakland Terminal, largest of the division's five yards, won an award as the safest on the system. Three of its other yards also placed first in their categories—Ozol, Watsonville Junction and San Francisco.
- During the final three months of 1971, the division won quarterly President's Awards in three categories: all employes, maintenance of way employes, and Mechanical Department employes. The latter two groups completed the quarter with perfect safety records.

"We have an outstanding group of employes and supervisors on this division," says Superintendent W. M. (Bill) Jones. "You won't find more accumulated railroad experience—more 'old heads'—anywhere else on the system. They certainly showed the kind of railroaders they are with the records they set in 1971."

The division's safety program stresses effective communications and good human relations on all levels throughout the division.

"We're interested in employes as people, not just as cogs in a machine," Jones points out. "We do everything in our power to prevent accidents (and they are preventable), but if someone does get hurt, we don't just cross him off as a 'regrettable statistic.' We stay in contact with him, make sure his wife has transportation and do whatever else we can to help him get back on his feet again."

He feels that first line supervisors —the men on the "firing line"— play a vital role in spreading safety consciousness throughout the division and in setting standards for safe working procedures.

Between 400 and 500 of these

(Continued on page 11)

Western Division Superintendent W. M. Jones (seated) confers with Asst. Supt. V. R. Russell, left, and Asst. Supt. of Safety A. M. Herceg.

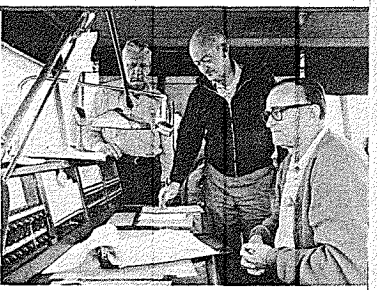


"It Was A Team Effort"—Here Are Some of Those Who Helped

RIGHT: At his desk in Martinez, Calif., is Telegrapher-Clerk V. G. Williams.

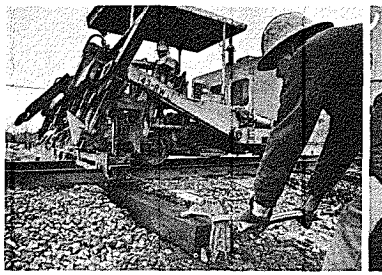
FAR RIGHT: Exchanging information as shifts change at Watsonville Junction are, l-r, K. C. Putnam, asst. general yardmaster, M. C. Loftin, yardmaster, and M. L. Jennings, general yardmaster.

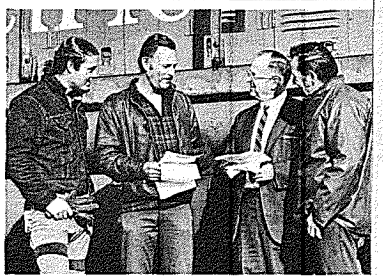




RIGHT: Members of Extra Gang 49 replace worn ties near Niles, Calif. Machine operator is Arnold Tolin. MofW Laborer F. A. Reynaga positions tie.

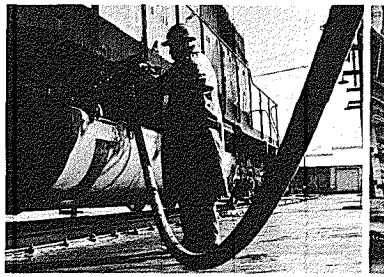
FAR RIGHT: Asst. Trainmaster E. M. Turner (2nd from right) discusses switching instructions with (l-r) Brakemen Paul Lorenzen and Durwood Hartley and Conductor Earl Heavingham.





RIGHT: Laborer Roosevelt Cheatham fuels unit at Oakland Yard's "Cape Canaveral."

FAR RIGHT: Keeping a watchful eye on operations from Newhall Tower at the east end of the yard at San Jose are Yardmaster Peter Bakich (foreground) and Asst. General Yardmaster Walter Chelonis.

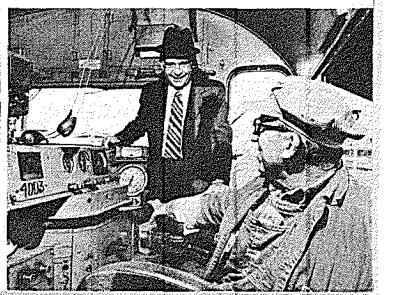




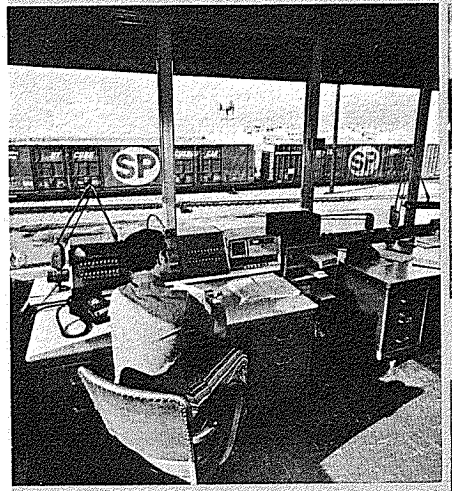
RIGHT: Conducting meeting with carmen at Bayshore Yard is R. L. Houweling, left, general foreman, Mechanical Department.

FAR RIGHT: Road Foreman of Engines Walter L. Preece, left, confers with Howard K. Johnson, engineer on a local operating out of Redwood City.

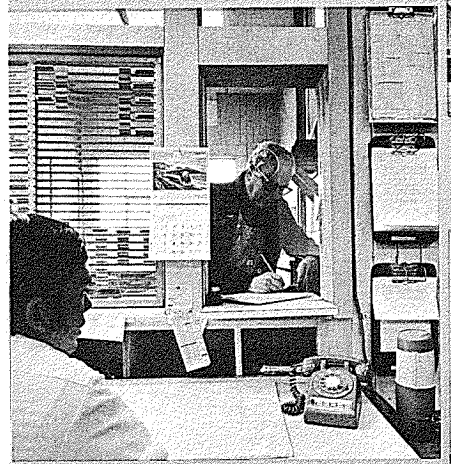




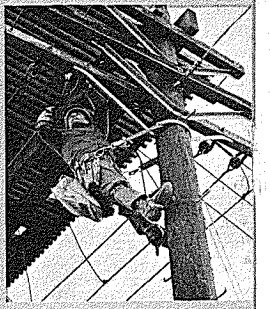
More Members of Western's Winning Team



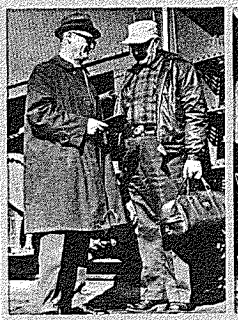
ABOVE: Train Clerk Dean Lewis checks switch list at Warm Springs. General Motors auto assembly plant can be seen in background beyond our Hy-Cube auto parts cars. BELOW: Conductor Jack R. Ekstrom signs in at Watsonville Junction, while Crew Dispatcher Fred Sales looks on.







ABOVE LEFT: Asst. Trainmaster Denver Payne, 3rd from left, talks with crew at Salinas, Calif. They are, l-r, Brakeman Don Dickie, Engineer Odie Keith, Conductor B. C. Blum and Brakeman R. F. Dickie. ABOVE RIGHT: Electrician-Lineman Bob Herkner checks power lines at Oakland Yard.





ABOVE LEFT: Before boarding his engine, Locomotive Engineer A. J. Correa talks with Road Foreman of Engines W. R. Callentine, left. ABOVE RIGHT: Carman Helper Joe Vitale oils journal at San Jose. BELOW LEFT: Positioning switch at South San Francisco is Switchman Lee Beal. Behind him is Engine Foreman Ray Lloyd. Engineer is L. A. Johnson. BELOW RIGHT: Brakeman "Dusty" Rhoades signals engineer of commute train at Sunnyvale, Calif.





supervisors attend "firing line" dinner meetings at various points on the division every three months. The meetings, which are conducted by the superintendent, cover a wide range of subjects (including safety), and the supervisors feel free to make suggestions or bring up any topic they want discussed.

They, in turn, hold on-the-job meetings with their men each month. These are scheduled around-the-clock, so that men on all shifts can be reached. The same open lines of communication prevail; suggestions are welcomed, and the men are encouraged to ask questions or bring up any topic that interests them.

"We believe in keeping people informed, so that they feel part of the team," Jones says. "We have no secrets on this division."

Like other Southern Pacific divisions that have won safety awards in the past, the Western Division has an "open door" policy. Any employe who wishes to discuss a personal or Company matter with the superintendent or any other officer can do so easily. Their doors are always open.

Any employe who makes a suggestion or points out an unsafe condition to one of the division officers can be sure that the matter will be given full attention.

For example, Oakland Conductor Z. St. Onge recently came to Jones' office with a fusee in his hand. He showed the superintendent that the fusee's "striker" was defective and could cause burns. Jones took immediate action with the result that the Company's entire shipment of defective fusees was promptly replaced by the manufacturer. Jones also wrote a letter of thanks to the alert conductor.

The division's full time safety man, Assistant Superintendent of Safety Andy Herceg, helps coordinate all of its safety activities. He finds many imaginative ways to make safety interesting.

"Working safely is part of doing a good job, and it's also part of caring about your fellow employe, since we all have to depend on each other," he points out. "It certainly should never be a dull subject."

The Western Division extends from San Francisco south to San Luis Obispo, east to Tracy and Sacramento and north to Schellville, where it connects with the Northwestern Pacific.

It has about 1800 miles of track, including over 500 miles of high speed and double track. It operates an average of 66 trains daily, handling about 4,000 cars over the division.

Approximately 200 yard and road switch crews serve more than 6,300 Southern Pacific patrons on the division, including over 700 major industries.

Its 44 commute trains on the San Francisco Peninsula transport about 11,000 passengers daily, with a 98 per cent record for on-time performance.

During 1971, its MofW crews installed about 21 miles of new rail and 145,000 new ties, and its Mechanical Department people serviced about 24,000 trains and repaired about 45,000 cars. They also performed various types of maintenance work on some 3,500 diesel units.

Altogether, the division worked nearly nine million man-hours last year with only 23 reportable injuries.

"We're very proud of what we accomplished in 1971," Jones says, "but we're not satisfied. We're aiming for an even better record in 1972."

Safety Winners

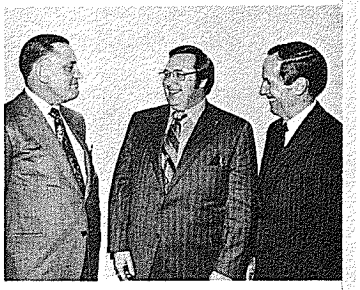
The Western Division won President's Awards for having the best 1971 safety records in two categories.

Joint winners of a third President's Award, given annually to the division with the safest Maintenance of Way employes, were the Lafayette and Tucson Divisions—both with perfect safety records.

The Lafayette Division also won a President's Award for having the safest Mechanical Department employes on the system.

The safest Purchases & Materials Department employes during 1971 were those on the Texas and Louisiana Lines and the Cotton Belt. They, too, are joint winners of a President's Award, with accident-free records for the year.

The Cotton Belt's Pine Bluff General Shops also won a President's Award for having the best 1971 safety record on the system in its category.



Congratulating Bill Luque (center) on his election to a second term as president of the Southern Pacific Club of San Francisco are General Manager R. L. King, left, and Vice President L. E. Hoyt.

New Club Officers

New officers of the Southern Pacific Club of San Francisco were introduced at the club's 49th annual representatives dinner on January 26.

Bill Luque, timekeeper in Payroll & Miscellaneous Services, will serve a second term as president.

Other officers elected to 1972 terms include Paul Hefner, executive vice president; Doris Weaver, vice president-socials; Jim Prather, vice president-athletics; Mary Dervision, secretary; Arnold Heggelund, treasurer; and Los Manning cashier.

Board members for 1972 include Verna Lewallen (advisor), Carolyn Mazzie (budget chairman), Rosemarie Lottice (petty cash), Barbara Foster, Enso Giannini, Helen Hayes, Gloria Mancini, James Martine, Tibor Nemes, Rosemary Ramsey, Aracilia Rivera and Toni Weaver.

Master of ceremonies at the dinner was former Club President Jack Curtin. General Manager R. L. King was the guest speaker.

Club Offers Low-Cost Vacation Tours

The Southern Pacific Club of San Francisco is offering low-cost vacation tours again this year. All arrangements have been made with Empire Travel Service, a bonded travel agency.

The following tours are available:

EUROPE — September 16 - October 7.

(a) Air only — $244. Leaves from Oakland, Calif., on September 16 and returns from Paris on October 7.

(b) France, Spain and Portugal. Price $644 per person, double occupancy. Includes 21-day guided tour, round-trip jet transportation, hotels, transfers, bus transportation, continental breakfasts and dinners.

(c) France, Italy and Austria. Price: $689 per person, double occupancy. Includes 21-day guided tour, round-trip jet transportation, hotels, transfers, bus transportation, continental breakfasts and dinners.

HAWAII — May 13-29. Price: $393 per person, double occupancy. This 17-day excursion will visit Honolulu, Maui, Kauai and Hawaii (Hilo and Kona Coast). Price includes jet transportation (with meal service and champagne during flight), hotels, transfers and some tours. Meals during the tour are not included.

Because of strict charter regulations, the club can only offer the European tours to Southern Pacific employes and members of their immediate families living in the same household. The Hawaii tour is open to all. A $100 deposit per person will be required at the time reservations for any of the tours are made.

For reservations or further information contact the following Southern Pacific Club representatives:

Air only or France, Spain and Portugal tour: Miss Doris Weaver (Ext. 33166), Zone Accounting Office, 475 Brannan St., San Francisco 94107.

France, Italy and Austria tour: Paul Hefner (Ext. 22158), Traffic Dept., Room 725, One Market St., San Francisco 94105.

Hawaii tour: Mrs. Helen Hayes (Ext. 21072), Disbursements Accounting, Room 508, One Market St., San Francisco 94105.

Bulletin Board

Elected or appointed to various posts in recent weeks were: *D. T. Daggett,* manager of industrial development, San Francisco, as president of the Bay Area Industrial Development Club; *S. G. Turner,* traffic representative, Beaumont, Texas, as first vice president, and *T. J. Reynolds,* district traffic representative, as a director of the Sabine District Transportation Club; *O. M. Melsheimer,* PMT supervisor of personnel and safety, Los Angeles, as a member of the Sweepstakes Committee, Greater Los Angeles Chapter, National Safety Council; *L. T. Toneys,* PMT supervisor of line operations, Los Angeles, as a director of the Transportation Opportunity Program; *H. J. McKenzie,* retired president of the Cotton Belt, Tyler, Texas, as chairman of the board of regents of Tyler State College; *H. J. Peterson,* district traffic representative, Tulsa, Okla., as a director of the Transportation Club of Tulsa; *John Sanborn,* chief clerk, trailer-flatcar-container traffic, San Francisco as treasurer, and *E. H. Watkins,* senior rate clerk as a director of the San Francisco Traffic Club.

California Highway Patrol Officer *John J. Marchant* of Torrance, Calif., son of *John J. Marchant,* estimator in the Signal Dept. at San Francisco, recently received a certificate of commendation from the CHP for rescuing an unconscious victim of an apartment fire.

Tucson Conductor *Mack R. McCan* is the author of "God Is Not Dead and Other Poems," published by Vantage Press. This volume of religious, western, children's and humorous poetry, which sells for $4.50, may be obtained from bookstores or from the author. His address is 918 South Jefferson Ave., Tucson 85711.

Charles (Chet) Montgomery, forest assistant in Southern Pacific Land Company's Shasta District, found an old, abandoned miner's cabin in a remote area and had it trucked to Mt. Shasta, where he has restored it to the way it looked in the early 1900's. Now furnished with antiques and mementos of a by-gone era in Northern California, the cabin is attracting widespread interest. Chet says Southern Pacific people may arrange to visit this unique museum by contacting him at his home on Schilling Way at Rainbow Drive in Mt. Shasta.



PMT Men Advance

In order to streamline operations and provide more effective service to shippers in the field, Pacific Motor Trucking Company has set up three new traffic districts, with a traffic manager at the head of each.

S. F. Jordan, vice president-sales, has been named vice president sales and traffic. His headquarters will remain in San Francisco.

R. G. Lynd, moves up from sales representative to traffic manager, Eastern District, with headquarters at Phoenix.

H. I. Murphy, supervisor, rates and divisions, has been named traffic manager, Central District, with headquarters at Oakland.

I. H. Isom, assistant to district manager-sales, has been appointed traffic manager, Northern District, with headquarters at Portland.

A. J. Konicki continues as traffic manager of PMT's Southern District, with headquarters at Los Angeles. This traffic district was established in 1968.

F. J. Costello, head clerk, has been promoted to assistant traffic manager at San Francisco.

Leo Menard Retires

Leo A. Menard, assistant to administrator and director of personnel for Harkness Community Hospital in San Francisco, has retired after a 36-year Southern Pacific and hospital career.



LEO MENARD

Leo joined Southern Pacific as an apprentice sheetmetal worker at Los Angeles in 1936. He served as local chairman for the Sheetmetal Workers International Assn. for 19 years.

He became a member of the board of the former Southern Pacific Hospital at San Francisco in 1949 and was appointed to its staff in 1960. Widely known to Southern Pacific people as chairman of the blood bank drive on the Pacific Lines, Leo estimates he helped collect more than 50,000 pints of blood during his 27 years in this post.

Clerk Saves Youth

Thomas H. Avansino, yard clerk at Sparks, Nevada, recently saved the life of a young man who had become engulfed in flames in a store accident.

Bob Williams, 17, a grocery store employee, was burning boxes in an incinerator behind the store when an explosion covered him with flames. He ran into the store with his clothing ablaze.

Avansino and another man threw the youth to the ground, and Avansino beat out the flames with his bare hands.

An investigating patrolman suggested that the Southern Pacific yard clerk be given a commendation for saving the man's life, and he was also commended for his alert action by Superintendent R. R. Robinson.

Appointments

ACCOUNTING DEPARTMENT: **R. J. Greenslade,** to assistant to assistant general auditor; **A. G. Arno, K. V. Blevins, S. H. Freeman** and **C. J. Reid,** all to administrative assistants, San Francisco; **R. J. Surginer,** to administrative assistant, Houston; **T. L. Aust** and **D. C. Odegaard,** to systems supervisors, Systems Research; **John J. Curtin,** to special accountant, Disbursements; all at San Francisco.

MECHANICAL DEPARTMENT: **W. W. Atkinson,** to mechanical engineer; **W. W. Schebbeck,** to general supervisor, quality control-cars, both at San Francisco; **T. J. McDonald,** to master mechanic; **G. H. Barker,** to assistant master mechanic, both at Los Angeles; **W. J. Kramer,** to master mechanic, Bakersfield; **F. J. Phillips,** to assistant master mechanic, Tucson.

LABOR RELATIONS: **C. E. Lamb,** to assistant manager, San Francisco.

OPERATING DEPARTMENT: **T. B. Wagner,** to general road foreman of engines, San Francisco; **A. E. Huston,** to ristrict road foreman of engines; Sacramento; **H. R. Leggett,** to district road foreman of engines, Los Angeles; **H. R. Payne, Jr.,** to road foreman of engines, Tucson; **A. L. Henderson,** to road foreman of engines, Roseburg; **C. E. Novak,** to road foreman of engines, Roseville; **L. C. Wright, Jr.,** to road foreman of engines, Ogden; **D. J. Klock,** to acting road foreman of engines, Carlin; **D. E. Green,** to road foreman of engines, Colton; **H. C. Green,** to road foreman of engines, Indio; **R. E. Shaver,** to assistant terminal superintendent; **R. J. Brandi** and **G. E. Boswell,** to assistant trainmasters, all at Los Angeles; **N. P. Greaney,** to chief clerk, Appropriation Bureau, San Francisco; **D. R. Kling,** to acting assistant trainmaster, El Centro; **M. L. Wells,** to acting assistant trainmaster, Niles; **R. V. Mulford,** to acting assistant trainmaster, City of Industry.

TRAFFIC DEPARTMENT: **Charles A. Huckins, Jr.,** to district traffic representative; **Eugene J. Moore,** to traffic representative, both at Boston; **Donald J. Kosslow,** to traffic representative, Pittsburgh, Pa.; **George W. M. Cook,** to district traffic representative; **William K. Knappe,** to assistant district traffic representative; **James L. Brady,** to traffic representative, all at Cleveland; **Sam D. Whatley,** to district traffic representative, Cincinnati; **William T. Delmater,** to district traffic representative, Washington, D.C.; **R. T. Scott,** to district traffic representative, St. Louis; **Wayne H. Matzen,** to traffic representative, San Francisco; **John R. Richards,** to traffic representative, Los Angeles; **F. D. Hines,** to traffic representative, Anaheim.

Retirements

HOUSTON DIVISION AND SHOPS: **Rufus A. Ortega,** electrician; **Santiago Alvarado,** maintenance of way laborer; **Jesse L. Ford,** fireman; **Walter W. Grant,** electrician; **E. A. Tesch,** maintenance of way foreman; **Clem Thomas,** maintenance of way laborer; **Aquilla Adams,** locomotive engineer; **Dagberto R. Balderas,** carman; **Jose Canul,** maintenance of way laborer; **Joe W. Tiner,** switchman.

LAFAYETTE DIVISION: **Milton A. Boudreaux,** bridge tender; **Dave Davis,** porter; **Herbert J. Eaglan,** mechanical laborer; **Alvin P. Ford,** switchman; **Richard J. Malveaux,** carman; **Claude Alexander,** truck driver; **Victor A. Augustine,** freight handler; **Ennis V. Baxter,** brakeman; **Wade M. Flynn,** conductor; **Paul L. Bruno,** maintenance of way laborer; **Hazard Lachausse,** car inspector.

LOS ANGELES DIVISION AND SHOPS: **Lewis A. Cooper,** carpenter; **Eleanor J. Cornish,** mechanical laborer; **Philip L. Gatto,** machinist; **Carl R. Shoberg,** switchman; **Leopoldo Aguila,** car inspector; **Abe Berrios,** freight carman; **Edward T. Dardenne,** machinist; **Lula A. Fuller,** assistant car

Cutting a cake at an office party in his honor is C. R. Murray, purchasing agent-fuel at San Francisco, who retired January 31 after 45 years of Southern Pacific service. Looking on is A. D. DeMoss, vice president-purchasing.





The drop pit gang and the boilermakers at Taylor Yard Diesel Facility in Los Angeles recently completed four years without a reportable injury. They celebrated with coffee and doughnuts provided by General Foreman Warren S. Evert.

distributor; **E. J. Tarrin,** sales representative, PMT; **Richard V. Gagnon,** switchman; **Guadalupe Gonzalez,** machinist; **Elmer F. Harr,** mechanical foreman; **Alexander Paul,** maintenance of way foreman; **Fred Radisch,** machinist; **Oswald E. Thieme,** machinist; **Nicilas Arbizu,** switchman; **Thomas M. Berthon,** switchman; **Benjamin E. Diaz,** mechanical laborer; **Donald E. Gates,** senior lease clerk; **Hayden M. Tucker,** machinist; **Charles W. Williamson,** carpenter; **Winthrop H. Owen,** locomotive engineer; **James W. Thompson,** industry clerk; **John L. Van Valkenburg,** conductor; **Mary W. Wheeler,** assistant chief clerk.

OREGON DIVISION: **Howard J. Davis,** conductor; **Clarence R. Hanson,** fireman; **W. L. Hernandez,** maintenance of way laborer; **Harrison D. Lindsey,** locomotive engineer; **Marion E. Long,** machinist; **Kurt A. Ramme,** carman; **Glenn J. Richardson,** conductor; **Donald R. Rowe,** patrolman; **Thomas A. Whittet,** freight carman; **Charles Barrett,** locomotive engineer; **Elmer W. Gilmore,** water service mechanic; **Myron F. Hull,** conductor; **Ralph R. Rayburn,** caboose supplyman; **Thomas E. Richardson,** locomotive engineer; **Donald O. Thorson,** conductor; **Clayton W. Brothers,** locomotive engineer; **Merle W. Bucholz,** conductor; **Andrew A. Rhodaback,** water service mechanic.

SACRAMENTO DIVISION AND SHOPS: **Guadalupe Flores,** loader; **John Johnson,** freight carman; **Harry H. Lyons,** machinist; **Sreten B. Radovanovic,** freight carman; **James F. Woodward,** stationary engineer; **Lawrence S. Chapin,** evaluation clerk; **Roy Hutson,** switchman; **Jesse E. Jones,** freight carman; **James P. Kerhoulas,** chief engine crew dispatcher; **Henry E. Miranda, Jr.,** machinist; **Samuel Montes,** maintenance of way laborer; **Felice Novella,** machinist helper; **Edmund J. O'Connor,** machinist; **Agustin C. Romero,** station cleaner; **Manuel M. Silva,** millman; **Joseph Simmons,** electrician; **John W. Whister,** switchman; **Martin Rodriguez,** car inspector; **Urbano Ruvalcaba,** maintenance of way laborer; **Charles A. Taverna,** machinist.

SAN ANTONIO DIVISION: **Richard N. Allen,** maintenance of way foreman; **Lloyd L. Center,** locomotive engineer; **L. Lee Daniels,** conductor; **Calvin E. Jarnagin,** locomotive engineer; **William P. Jennings,** locomotive engineer; **Charlie L. McDuffie,** maintenance of way laborer; **George G. Piper,** rate clerk; **Henry Rhode,** clerk; **Andrew F. Sams,** porter; **R. C. Schwalbe,** locomotive engineer; **O. M. Stewart,** carman; **L. B. Pruitt,** sheet-metal worker; **Archie W. Wilmoth,** maintenance of way foreman; **Ysidro Juarez,** maintenance of way laborer; **Vaughn W. Keener,** traveling mechanic.

SAN JOAQUIN DIVISION: **Alton Ford,** maintenance of way laborer; **William McMurry,** carpenter helper; **William B. Mullikin,** yard clerk; **Leland R. Murphy,** switchman; **Raymond C. Cancio,** car inspector; **Ross Condit,** train clerk; **Leonard Hernandez,** maintenance of way laborer; **Walker C. Murrell,** car inspector; **Roger D. Nolen,** train clerk; **Fred Trippel,** yard clerk; **Luther Cole,** maintenance of way foreman; **Joe L. Davis,** locomotive engineer; **Chester A. Freeman,** mechanical laborer.

TUCSON DIVISION: **Marvin S. Binkley,** switchman; **Marion W. Duncan,** switchman; **Eliseo D. Luna,** car inspector; **Louis Mannie,** maintenance of way assistant foreman; **James E. McKinnon,** conductor; **Robert D. Mock,** agent-telegrapher; **John D. Bowman,** brakeman; **Marcus L. Boyd,** machinist; **Hayes W. Collup,** locomotive engineer; **Levi C. Johnson,** brakeman; **Dave P. Young,** maintenance of way laborer; **Macie T. Allen,** maintenance of way foreman; **Earl A. Harkey,** locomotive engineer; **John E. Locke,** maintenance of way assistant foreman; **James H. Womble,** conductor.

WESTERN DIVISION: **Bernard Clarke,** car inspector; **Ida M. Cossio,** steno-clerk; **Milfred H. Reeves,** clerk; **Eugene J. Rose,** clerk; **Marion G. Stone,** brakeman; **Arcenio V. Alexandre,** machinist; **James D. Armstrong,** switchman; **William McIntyre,** car foreman; **George P. McNamara,** conductor; **Frank H. Myers,** carpenter; **Michael Shanahan,** water service mechanic; **Clifford C. Sharer,** locomotive engineer; **George R. Shelton,** machinist; **Paul O. Tanner,** conductor; **Alfred Bernecich,** boilermaker; **Maurice M. Lauer,** engineering inspector; **Harold F. Miller,** conductor; **Lyman G. Mintkenbaugh,** switchman; **Gordon C. Morris,** locomotive engineer; **Daniel S. Acuna,** shop car inspector.

OTHERS: **William S. Green,** assistant signal supervisor, Tucson; **Harry J. Hitke,** assistant superintendent of shops, Sacramento; **Russell C. Hollinger,** assistant general auditor, San Francisco; **James D. Littell,** assistant traffic manager, Los Angeles; **Daniel J. O'Keefe,** assistant division engineer, Bakersfield; **George W. Potter,** foreman, PMT, San Francisco; **James A. Pruett,** superintendent, Fire Prevention and Fuel Supply, Houston; **Herbert T. Sterett,** assistant secretary and cashier, Houston; **Sherman E. Tanner,** superintendent, San Antonio; **Byron L. York,** track supervisor, Tucson; **Nellis D. Zimmerman,** assistant trainmaster, Exeter; **Clarence F. Adams,** special agent, Dallas; **Andrew J. Bauman,** assistant treasurer, San Francisco; **Robert T. Brennan,** assistant district traffic representative, Pittsburgh; **Sydney J. Bryant,** special accountant-Immediate Bureau, Office of Disbursements Accounting, San Francisco; **Evard F. Cain,** supervisor, Automotive and Work Equipment, West Oakland; **Wilfred N. Greenham,** general traffic manager, PMT, San Francisco; **Wayne C. Kingston,** chief clerk, Appropriations Bureau, Office of Vice President-Operations & General Manager, San Francisco; **Alvin J. Lambert,** chief bid clerk, Purchases and Materials, San Francisco; **Lester H. Naught,** roadmaster, Medford; **Carl W. Norton,** traffic representative, Santa Barbara; **William R. Orr,** general track foreman, Klamath Falls; **Albert T. Suter,** general attorney, San Francisco; **Lyle A. Weldy,** general yardmaster, Eugene; **Arnold Wickman,** special assistant, Treasury Department, San Francisco; **Jewell G. Berry,** clerk, Accounting Department, Houston; **Ralph A. Cooper,** mail foreman, LAUPT; **Hamilton G. Dean,** clerk, Payroll & Miscellaneous Services, San Francisco; **Frederick E. Leininger,** clerk, Zone Accounting, Los Angeles; **Thomas P. McCloskey,** clerk, Payroll & Miscellaneous Services, San Francisco; **Henrietta M. Van Zandt,** sorter, Revenue Accounts, San Francisco; **James D. Woodside,** clerk, Traffic Department, Los Angeles; **Emily K. Boitano,** senior distribution clerk, Disbursements, San Francisco; **Almedia J. Breese,** per diem and mileage clerk, Equipment and Miscellaneous Accounting, San Francisco; **Ernest H. Johnson,** laborer, Purchasing and Materials, Houston; **Tony Scinto,** brakeman, Northwestern Pacific; **Willie Criss,** cook, Dining Car Department, Los Angeles; **Trevenia T. Jones,** timekeeper, Accounting Department, Houston; **Foster J. Mitchell,** waiter, Dining Car Department, Los Angeles; **Beatrice H. Morrell,** steno-clerk, Traffic Department, San Francisco; **Helen F. Sholly,** clerk, Zone Accounting, Los Angeles.

Ninety-nine years of Southern Pacific service came to a close recently with the retirement of two chief engine crew dispatchers. L. S. Thexton, left, retired at Roseville, Calif., with 50 years, and J. P. Kerhoulas at Sacramento with 49 years.



Recent Purchases & Materials Dept. retirees include, l-r, R. R. Honaker, general foreman, Los Angeles, 34 years; O. Y. Amparan, general foreman, El Paso, 46 years; and R. K. Jensen, asst. to material manager, El Paso, 43 years.



Deaths

DALLAS DIVISION: Pensioners: **George H. Weis,** yardman; **Alvin I. Mosley,** roundhouse laborer; **Alfred Marburger,** roadway machine operator helper; **Luther E. Sikes,** telegrapher-towerman; **Emeterio C. Trevino,** section laborer; **Julius B. Kulhanek,** timekeeper; **I. A. Shelton,** machine operator.

HOUSTON DIVISION AND SHOPS: Pensioners: **Robert F. Tally,** conductor; **Chris Emmett,** general claims agent; **Hollis Clayton,** laborer; **William C. Robinson,** carman helper; **Ike B. Webb,** telegrapher-clerk-towerman; **Daniel J. Burgess, Jr.,** car order clerk; **Trinidad Raso-Rosa,** laborer; **Bennie J. Henton,** cook; **John E. Heath,** carman; **Robert L. Easton,** yardman; **James L. Brown,** section laborer.

LAFAYETTE DIVISION: Pensioners: **Walter J. Guidry,** material distributor; **Andrew O. Collette,** engineer; **Englesaw G. Woodworth,** extra gang laborer; **Cleis M. Puckett,** bridge and building foreman.

LOS ANGELES DIVISION AND SHOPS: **C. H. Jones,** lift truck operator; **J. R. Sprunk,** clerk; **J. E. Tompkins,** yardmaster; **J. Tumanello,** sheet metal worker. Pensioners: **Dorien F. Foubert,** machinist; **Walter V. Benson,** air brake machinist; **William B. Dunn,** telegrapher-clerk-towerman; **Elden B. Young,** sheetmetal worker; **Felipe Aspeitia,** freight carman; **Otto F. Johnson,** freight claim inspector; **Arthur W. Johnson,** freight carman; **William M. Golson,** conductor; **Earl F. Smith,** switchman; **Luz G. Cisneroz,** maintenance of way laborer; **Wiley C. Cole,** carman; **Clinton E. Miller,** ticket clerk; **Thomas D. Walker,** night clerk; **Jose F. Ramos,** track laborer; **Maud A. Kirby,** voucher clerk; **John C. Oswald,** yardman; **Harry H. Cooper,** electrician; **Bertha Whitley,** coach cleaner; **Walter McLean,** carpenter; **Walter J. Denton,** car inspector; **Robert H. McLaughlin,** relief agent.

OREGON DIVISION: **E. A. Dopp,** agent-telegrapher; **G. J. Hortsch,** clerk. Pensioners: **Harry L. Mead,** conductor; **Robert E. Barrett,** switchman; **Clarence E. Kinney,** signalman; **John J. Schlenker,** yardman; **Ralph Jacoy,** car inspector; **Anton Anderson,** section laborer; **Royal G. Carter,** locomotive engineer; **Oscar Burgoyne,** locomotive engineer; **Masashi Sugiyama,** section laborer; **Fred A. Cushing,** brakeman; **Harry B. Shaw,** tender truckman; **Fred C. Hurford,** extra gang foreman.

SACRAMENTO DIVISION AND SHOPS: **J. F. Baulch,** electrician. Pensioners: **Doris E. Cody,** track foreman; **Ralph Dobbins,** freight carman welder; **Harold H. Smethurst,** locomotive engineer; **Senon Cruz,** laborer; **James T. Houghton,** machinist; **Archie W. Hunter,** carman; **Gene B. Sherman,** lead electrician; **Edward Gori,** car inspector; **Edward R. Sterling,** investigator; **Fred Elston,** laborer; **Alfred R. Hughes,** freight carman; **Tony J. Betsey,** machinist.



These two father-son teams represent 137 years of PFE service at Roseville, Calif. Retiring recently were (standing, l-r) Harry Donaldson, ice plant foreman-inspector, 46 years; and Sylvester Boone, carman, 38 years. Their fathers (seated, l-r) are Charles A. Donaldson, 88, who retired in 1941 as a carman with 33 years of service; and Samuel M. Boone, 89, who retired in 1947 after 20 years as a PFE carman. Roseville *Press-Tribune* photo.

SAN ANTONIO DIVISION: Pensioners: **Simon Shaw, Jr.,** section foreman; **John H. Denson,** carman; **Miguel F. Chavez,** janitor; **H. Nuernberger,** locomotive engineer; **Jose B. Segura,** car inspector; **Emory V. Sullivan,** machinist helper; **Charles W. Anderson,** carman; **Maxwell E. Chrisman,** switchman; **McLaren I. Taylor,** engineer; **Ramon Gutierrez,** track laborer.

SAN JOAQUIN DIVISION: **C. O. Hammond,** clerk; **B. E. Parker,** clerk. Pensioners: **Helmuth Graf,** locomotive engineer; **Arthur N. Peters,** agent-telegrapher; **Paul C. Doughty,** chief clerk to assistant superintendent; **Francisco M. Camacho,** machinist; **Terrence Callaghan,** clerk; **Webster D. Yeager,** tender truckman; **Everett I. Allen,** signal maintainer; **Harry E. Gerhardt,** fireman.

TUCSON DIVISION: **W. A. Faulkner,** conductor. Pensioners: **Louis P. Harrison,** locomotive engineer; **Neil G. Sutherland,** train crew dispatcher; **Ernest P. Rees,** agent; **Carlos Bustamante,** machinist helper; **Cipriano L. Rayes,** car inspector; **Joe L. Alsobrook,** conductor; **Leo W. Lee,** timekeeper; **Rastus A. Colbert,** coach cleaner.

WESTERN DIVISION: **J. C. Hester,** electrician; **T. E. Hohner,** car inspector; **J. H. Martin,** mechanical laborer; **T. A. Myrind,** bridge and building supervisor. Pensioners: **Frank S. Burgess,** clerk; **William H. Arnold,** stationary engineer; **Alfred Douville,** crossing watchman; **James C. Hunter,** assistant chief dispatcher; **Evaristo Citti,** welder; **William M. Fisk,** locomotive engineer; **Mike Marken,** clerk; **George M. Bowie,** lead car inspector; **Howard A. Richardson,** conductor; **Wilbur A. Farnham,** chief claim clerk; **Francisco DeLuna,** section laborer; **Guy E. Pilling,** yardman; **Charles H. Plomteau,** conductor; **James S. Evanson,** switchman; **Thomas Wilson,** car foreman; **Thomas F. Kennedy,** water service foreman; **Joseph W. Tallman,** locomotive engineer; **James J. Metz,** conductor; **William R. Platt,** machinist foreman; **Thurman King,** maintenance of way laborer; **Marie E. O'Brien,** telephone operator; **John Campbell,** secretary to chief engineer; **Frank Facchin,** freight carman; **John Gigourtaki,** boilermaker helper; **Felipe Castro,** crossing watchman; **Daniel E. Allstott,** yardman; **Claude J. Snook,** section foreman.

OTHERS: Pensioners: **Eleanor M. Brabeck,** secretary to assistant to traffic manager, Chicago; **Cloyd L. Haney,** assistant supervisor, Automotive and Work Equipment, Dunsmuir; **John T. McNally,** trainmaster, Austin; **Warren A. Welch,** examiner, Personnel Department, San Francisco; **John C. L. Kiphaut,** traveling freight and passenger agent, Philadelphia; **Ida May Clark,** registered nurse, Harkness Community Hospital; **Helen M. Dickinson,** registered nurse, Santa Fe Hospital, Los Angeles; **Sam Brown,** cook, Dining Car Department, West Oakland; **Angeline H. Kurtz,** insurance clerk, Payroll and Miscellaneous Services, San Francisco; **Michael Barnes,** welder, Northwestern Pacific; **Louis Mandros,** car inspector, Oregon, California & Eastern Railway; **Jesse Fiori,** carman, Northwestern Pacific.

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These Rail Veterans *retired recently with a combined total of 994 years of loyal service. Our very best wishes to each of them for a long and happy retirement.*



F. I. Tamez, laborer, Lufkin, Texas, 40 years.



Ben L. Canning, head claim clerk, Freight Station, San Francisco, 48 years.



Mrs. Mary Petrinovich, shop clerk, Sacramento General Shops, 28 years.



Hugh H. Jordan, conductor, Ennis, Texas, 51 years.



J. R. Kinney, claim inspector, Freight Station, Los Angeles, 31 years.



G. T. Harris, laborer, Purchases & Materiels Dept., Houston, 30 years.



Armando Simoni, machinist, 7th St., Diesel Terminal, San Francisco, 49 years.



Harold J. Coxon, chief clerk general, Accounting Dept., San Francisco, 45 years.



Meyer Jacobs, roundhouse foreman, Sparks, Nev., 52 years.



W. W. Grant, electrician, Houston, 45 years.



L. E. Winters, freight carman, Sacramento General Shops, 32 years.



E. H. Johnson, laborer, Purchases & Materials Dept., Houston, 47 years.



John F. Avis, freight carman, Sacramento General Shops, 49 years.



Mrs. Jewell G. Berry, bill clerk, Houston, 28 years.



Clifford Breese, car inspector, Sacramento Division, 30 years.



S. J. Bryant, special accountant, San Francisco, 30 years.



R. L. Walker, extra gang foreman, Crandall, Texas, 48 years.



T. W. Winters, senior rate clerk, Freight Station, Los Angeles, 48 years.



H. W. Hancock, roundhouse foreman, Sparks, Nev., 48 years.



R. L. Gillaspy, sheetmetal worker, Houston, 48 years.



Mrs. Marion D. Lloyd, property clerk, Document Custody Bureau, San Francisco, 46 years.



Robert R. Robbins, car inspector, Houston, 48 years.



Jesus M. Bustos, MofW laborer, Sparks, Nev., 30 years.



C. P. Nail, lead signal maintainer, Beaumont, Texas, 43 years.

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